TRAFFIC DIGEST & Review

THE TRAFFIC INSTITUTE OF NORTHWESTERN UNIVERSITY

Police Traffic Accident Report

Red Cross Road Safety Program

Fatalities on California Freeways

Deaths Hold Even in March

Is Reducing Charges Proper?

Accelerating the Highway Program

VOL. 5 MAY 1957 NO. 5

The

Traffic Digest & Review

OF THE TRAFFIC INSTITUTE, NORTHWESTERN UNIVERSITY

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This publication is produced to serve as a source of information and a medium for the expression of responsible opinion in the street and highway traffic field. From time to time there will appear herein expressions of opinion that do not necessarily reflect official Traffic Institute policy.

In This Issue

Red Cross Road Safety Program, *by George Allen* 1

Fatalaties on California Freeways, *by G. M. Webb and R. J. Israel* 5

Know the Law, *by Robert L. Donigan and Edward C. Fisher* 11

Ashworth Heads IACP Traffic Division . . 13

Police Traffic Accident Report 14

Accelerating the Highway Program, *by J. P. Buckley* 20

James M. Slavin to be Kalamazoo Chief . . . 27

Deaths Held Even in March 28

Esso Announces Grant for Traffic Training 29

Training Calender 30

VOL. 5 MAY, 1957 NO. 5

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Life-Savers on the Highway

Red Cross Road Safety Program

by

GEORGE ALLEN

Public Information, American Red Cross
Midwestern Area, St. Louis, Mo.

TWO LAW enforcement officers, Sheriff Vernon Hastings, Jr., and Patrolman Edward L. Post, were on duty near Sterling, Colo., when they came upon an overturned truck. The accident was one of the many that cast a shadow over the joys of Christmas Eve. The tragedy occurred on the night of December 24.

The officers investigated to find a truck driver from Rapid City, S. D., pinned in the cab of his vehicle and surrounded by fumes caused by acid dripping from a battery. The driver was freed and given "excellent" first-aid treatment, according to a physician who later treated the patient.

On a warm August day in North Dakota, Alerd Clemenson, a truck driver, was on a regular run. He came upon the scene of an accident in which a motorist had missed a turn and his vehicle had rolled over a number of times.

The truck driver found two men unconscious. Other passing motorists who were on the scene were anxious to remove them to a hospital. Knowing that it might prove fatal to move the men, Clemenson proceeded to put into practice first-aid skills he had learned from Red Cross first-aid training. It was later shown that improper handling of the accident victims, one of whom has suffered a broken vertebra, might have caused death.

William R. Chase, a telephone employee, working near Traverse City, Mich., came upon an automobile accident. Two elderly Flint women were killed, but Chase was credited with saving the life of a 19-year-old girl and giving first aid to her younger sister. The 19-year-old girl had been thrown against the windshield of the car in which she was riding and suffered severe lacerations on the throat. Chase applied techniques for prevention of hemorrhage.

Another serious highway accident nearly closed the final chapter in the life of a pickup truck driver in Iowa.

His truck crashed into a stone abutment near Vail. He suffered a neck injury that probably would have cost his life but for the quick thinking and actions of Mrs. Emma Hugg, a passing motorist.

These accidents took place in different sections of the United States,

but they had one important thing in common—a person skilled in first-aid techniques because of Red Cross training, was on the scene to alleviate suffering and in fact to save lives of victims involved.

Today, Red Cross training is required of highway patrolmen, police officers, firemen, forest rangers, truck and school bus drivers in several states.

Many industrial firms require or urge training. Bell Telephone Company and Western Electric Co., Inc., are two that make it mandatory for plant department employees to take first-aid training under Red Cross supervision.

Red Cross pioneered first-aid instruction because the organization recognized it as the most important single factor in personal safety on the highways. Training was begun in the first decade of the 20th century. Last year, the Red Cross issued 767,000 first-aid certificates to members of police and fire departments, pupils in school, and members of civic, fraternal, and social organizations who had completed the organization's first-aid courses. Along the nation's highways, first aiders were on duty at first-aid stations, ready to help motor accident victims.

It was more than 17 years ago that the Red Cross undertook secondary steps in highway safety, including (1) building of emergency first-aid stations and (2) sponsorship of first-aid mobile units.

The backbone of the program as we know it today is the group of more than 82,000 volunteers who teach as well as practice emergency first aid.

In every state in the Union, first-aid stations dot the landscape at strategic points. Strategic, because they are proven to be dangerous and the scenes of a number of highway tragedies. As of July last year, there were 2,028 stations across the nation.

This Red Cross program was an outgrowth of a situation in which numerous serious accident cases were going into our hospitals without proper handling. In many instances, victims were injured further by well-intending, but unskilled, hands at the scene.

The program is helping a great deal in the solution of this problem, but, an equally important result has been noted. Many a speeding motorist has released pressure on the gas pedal as he caught sight of the Red Cross first-aid sign which is posted 300 feet on each side of a first-aid station as well as on the station itself. Motorists have come to know that the accident rate has been high in the vicinity of such a station.

A first-aid station is created by the local chapter, American Red Cross, at a cost of approximately $50. The cost is borne by the chapter. If the chapter realizes, or it is brought to the attention of its first-aid chairman and his committee, that a station is needed within the chapter area, an investigation is made. The chapter may select a site and submit appropriate information to the national organization. When approval

Good citizens like these, flanked by Missouri Highway Patrol troopers, stand ready to aid traffic accident victims in Newton County, Mo. Red Cross first-aid stations are located at more than 2,000 spots along busy highways in every state in the country.

and authorization have been granted, the chapter orders at least a minimum of supplies not on hand and proceeds with establishment.

There is no charge for any first-aid services rendered.

Although first-aid stations are not listed in telephone directories, obvious signs, mentioned earlier, point them out on the highways and stations are noted on road maps in some states. Illinois regularly marks all stations with red crosses on its maps.

Two persons holding certificates in advanced first-aid training are in charge of every station. They have on hand for emergency use a Red Cross first-aid kit, one half-ring traction splint, two army-type blankets and two telephone directories of medical, hospital and ambulance service in the area. Many stations are also equipped with a stretcher and set of wood splints.

The other phase of the highway safety program, the emergency mobile units, depends a great deal, as the program of first-aid stations does, on strong community participation. Interested business concerns, law enforcement agencies, and public utilities groups cooperate with the American Red Cross to provide emergency care for victims of highway accidents. Several plans are offered for chapters to present to individuals and groups, but the purposes and objectives of all are the same.

An organizational mobile emergency first-aid unit agreement will cover three or more vehicles owned by an organization or municipal, county or

state government. These vehicles will be in charge of one or more persons who have completed the required training and each vehicle will constitute a mobile emergency first-aid unit.

In addition, local chapters may secure approval for instructor mobile units if this type of unit is essential. Under this plan a minimum of three instructors holding current appointments agree to carry minimum equipment and maintain active instructor status. While all personnel connected with operation of organizational mobile units are required to have completed both standard and advanced first-aid courses, the operator of an instructor unit is also required to have taught at least one class of record within 12 months prior to application and should teach at least one class of record each succeeding year.

Both types of units carry first-aid equipment and vehicles are properly identified with Red Cross markers.

Mobile units like first-aid stations are created by a local Red Cross chapter, but mobile units may be provided by private firms and organizations.

It is not unusual for a complete fleet of trucks operated by a progressive industry, to be properly authorized and equipped as mobile units. When this occurs the fleet takes with it proper skill and equipment for treatment of accident victims wherever it goes, at the same time, making the drivers themselves more accident conscious.

A breakdown of mobile units shows that there are 7,381 instructor units, 3,226 emergency first-aid units sponsored by individual chapters, and 5,344 provided by private firms and state organizations, traveling beyond chapter jurisdiction and considered Red Cross national mobile units.

Anyone can receive first-aid training by making application through the local Red Cross chapter. Field representatives are sent out from four Red Cross area offices in St. Louis, Mo., Atlanta, Ga., Alexandria, Va., and San Francisco, Calif., to spots where they are needed for training instructors for chapter and organization programs.

Active participation in the Red Cross safety program is urged. It is a program participated in by private citizens who rebel against death and destruction on our country's highways.

* * *

OLDEST MOTORCYCLE PATROLMAN DIES IN BUFFALO

Henry M. Demling, Buffalo, N. Y. Police Department, who was the nation's oldest motorcycle officer until his retirement in January at the age of 70, died in April. A feature story about him was published in the November 1956 issue of *The Traffic Digest & Review*, and his picture appeared on the cover.

Fatalities on California Freeways

by

G. M. Webb and R. J. Israel
Traffic Engineer and Assistant Traffic Engineer
California Division of Highways

(*Reprinted from* California Highways and Public Works)

During the calendar year of 1955 there was a total of 65 fatal accidents, resulting in 81 fatalities, on the 208.22 miles of operating full freeways. Based on 3,061,722,000 vehicle miles of operation, the 1955 fatality rate, full freeway, rural and urban, was 2.65 fatalities per 100 million vehicle miles. This represents a sharp increase from the very favorable rate of 1.92 fatalities per 100 million vehicle miles experienced in 1954.

(The over-all fatality rate for rural state highways in California in 1955 was 8.36 per 100 million vehicle miles.)

Chart No. 1 shows the fatality rates on California full freeways, by years, 1941 through 1955. It may be noted that, although this graph centers about the area representing rates of 2.0 to 2.5, there has been considerable fluctuation in the rate for the individual years. In this respect it may be noted that the 2.65 is not the highest rate of record, nor is the 1954 rate of 1.92 the lowest rate. A study of cyclic fluctuation in this graph indicates a reasonable chance for the rate to again drop in the future.

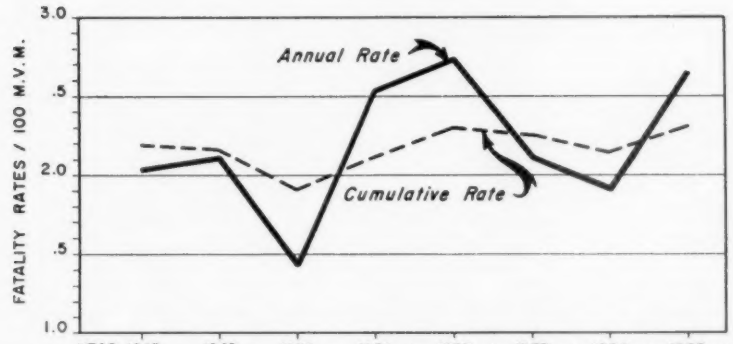
The year 1955 was a year of expanding fatalities nationwide. Since March of 1955, each month showed an increase over the numbers killed for the month of the prior year on a national basis. It may well be noted that the two major facilities which most closely approached California freeways' fatality rate for 1954 experienced substantial increase in 1955. The fatality rate on the New York Throughway increased from 2.44 in 1954 to 2.83 in 1955, and the New Jersey Turnpike increased from 2.44 in 1954 to 2.76 in 1955. In spite of the substantial increase in the California rates, it is noted that California's 1955 freeway fatality rate is again lower than these two comparable type eastern facilities.

In addition to the nationwide upswing, there is another important factor involved in California's increased rate. This factor is the expanding mileage of rural full freeways. Whereas, prior records represented primarily urban freeways, the 1955 record is based on 109 miles of rural as compared to 99 miles of urban freeways. The effects of higher speed on rural freeways and their inclusion in mileage subjected to a higher

CHART NO. 1

CALIFORNIA FREEWAYS

Fatality Rates by Years 1941 through 1955



YEAR	1948	1949	1950	1951	1952	1953	1954	1955
Annual M.V.M.	294	378	491	708	986	1274	2034	3062
Cumulative M.V.M. 1941 to Date	548	925	1415	2124	3112	4386	6420	9481

percentage of long-distance travel, resulted in a fatality rate (rural only) of 3.13 fatalities per 100 million vehicle miles as compared to a rate of 2.41 for the urban portion of the system. The building of rural freeways, which is currently progressing at a faster rate than the construction of urban freeways, is expected to exert an increasing upward influence on the basic composite fatality rate.

Table 1, showing basic data on 1955 freeway fatalities, is significant primarily in the fact that 12 of the 65 fatal accidents were pedestrian accidents involving 13 of the 81 persons killed. This percentage is unduly high considering freeways are fenced and posted for "Motor Vehicles Only." It also represents an extreme increase from 1954 when there were only two pedestrian fatalities on full freeways. In 11 of these accidents causing 11 deaths the pedestrians were on the freeway in violation of the law. Keeping hitchhikers and other pedestrians off the full freeways is an enforcement problem. The increase in number of pedestrian fatalities in 1955 is responsible for a substantial part of the increase in the fatality rate over 1954.

Table I also shows light conditions under which freeway fatal accidents occurred in 1955. It may be noted that only 28 per cent of the fatal accidents occurred during daylight hours with 72 per cent occurring during the hours of darkness. Pedestrian accidents are similarly distributed with 75 per cent of pedestrian accidents occurring during darkness. The period from 11 p.m. to 3 a.m., which involved only 5 per cent of the vehicle miles, accounted for 34 per cent of the fatal accidents on freeways.

Table I shows that 62 per cent of the accidents involved a single car,

TABLE I

Basic Data on 1955 State-wide Rural and Urban Full Freeway Fatalities

Number of fatal accidents 65

Persons killed ..... 81 Persons injured in fatal accidents 61

Number of pedestrian accidents 12

Pedestrians killed 13

Total million vehicle miles 3,061.722

Fatalities /100 MVM 2.65

Item	*No.*	*Per Cent of Total*
LIGHTING		
Daylight	18	28
Darkness	47	72
No artificial lighting	18	28
From 11 p.m. to 3 a.m.	22	34
Pedestrian accidents:		
Daylight	3	25
Darkness	9	75
No artificial lighting	6	50
WEATHER		
Cloudy or clear	60	92
Raining (1 foggy)	5	8
ELEMENT TYPES		
Single car accidents	40	62
Two or more car accidents	25	38

Item	*No.*	*Per Cent of Total*
VEHICLE CONDITION		
No defects	52	80
Defects	2	3
Unknown	11	17
ROADWAY FEATURES		
Curved road	21	32
43 per cent of single car accidents are on curved sections		
17 per cent of two or more car accidents are on curved sections		
Straight road	43	66
Unclassified	1	2
Level grade	46	71
Up-grade	5	8
Down-grade	8	12
Unknown	7	11

as compared to 38 per cent two or more car accidents. Vehicle condition is not an important factor and is specifically noted on only 3 per cent of the fatal accidents.

Under roadway features, also shown in Table I, the majority of acci-

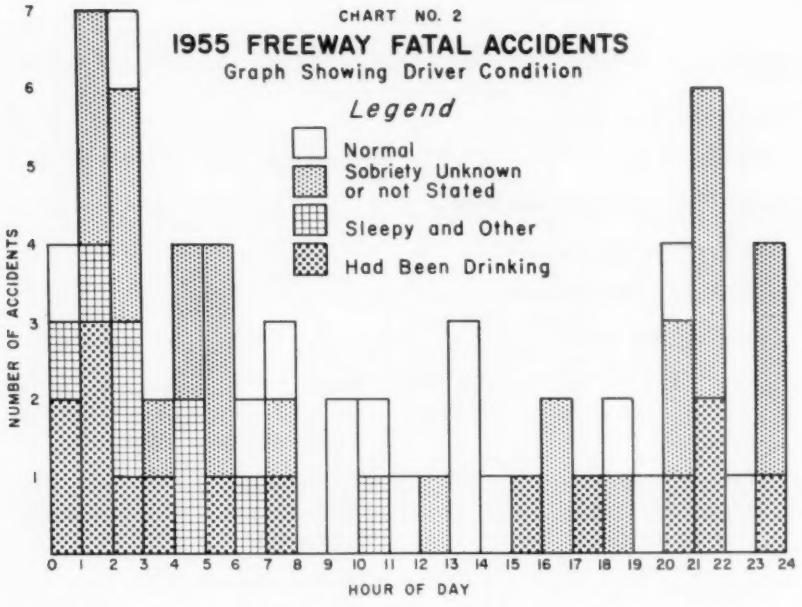


CHART NO. 2
1955 FREEWAY FATAL ACCIDENTS
Graph Showing Driver Condition
Legend
Normal
Sobriety Unknown or not Stated
Sleepy and Other
Had Been Drinking
NUMBER OF ACCIDENTS
HOUR OF DAY
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
1 2 3 4 5 6 7

dents as expected occurred on straight road (66 per cent) and level grade (71 per cent). More significant perhaps is that 32 per cent of all fatal accidents and 43 per cent of the single-car fatal accidents occurred on curves. These percentages of fatal accidents on the relatively small percentage of curve alignments on California freeways should well refute the argument of those who advocate deliberate curvature to reduce monotony.

Table II shows a breakdown of accidents and fatalities by basic accident types. It may again be seen that single vehicles accounted for 62 per cent of the fatal accidents but only 53 per cent of the number killed. Overtaking accidents accounted for 24 per cent of the fatal accidents and 25 per cent of the persons killed. Head-on type accidents, as might be expected, had by far the highest severity with 14 per cent of the accidents involving 22 per cent of the fatalities and 46 per cent of the persons injured in fatal accidents. Although the percentage of head-on fatalities shows a drop from 1954 when one-third of freeway fatalities were due to head-on collisions, the 18 persons killed in such type accidents leaves no room for complacency.

Traffic density on California's highest traffic freeways makes it probable that a crossed median accident will be a head-on and probably fatal. Median guard rails on the heavy volume freeways could probably have prevented the majority of these cross median head-ons. In this respect, it would also have prevented a deliberate attempt to U-turn

TABLE II

Tabulation of 1955 Freeway Fatal Accidents by Type and Severity

Items Studied	*Approaching* No.	*Per Cent of Total*	*Overtaking* No.	*Per Cent of Total*	*Single Vehicle* No.	*Per Cent of Total*	*Total Vehicles* No.	*Per Cent of all Accidents*
Accidents	9	14	16	24	40	62	65	100
Persons killed	18	22	20	25	43	53	81	100
Persons killed/ accidents	2.0	..	1.25	..	1.1	..	1.2	...
Persons injured	28	46	19	31	21	34	61	100
Persons injured/ accidents	3.11	..	1.2	..	0.5	..	0.9	...
Pedestrians killed	0	0	4	31	9	69	13	100

across the median of the San Bernardino Freeway in the Pomona area which resulted in the death of three young people. This accident is not classed as a head-on since they were run down by a truck in the near inside lane before completing their maneuver.

Table III shows driver condition and basic causes by type of accident. It may be noted that had-been-drinking drivers were involved in 23 per cent of the fatal accidents. Drinking was most significant in the single-vehicle and head-on type accidents involving 38 per cent and 33 per cent of such accidents respectively. Sleepy and asleep drivers involved 11 per cent of fatal accidents. More significant was the fact that driver condition was checked as "unknown" or not stated on 37 per cent of the accident reports. Of the 24 accidents in which driver condition was not stated by the reporting officer, 11 accidents could probably be classed as involving drinking drivers due to the statements of witnesses and facts surrounding the accident.

Chart 2 sets forth graphically the relation between driver condition

TABLE III

Driver Condition and Violations Involved in 1955 Freeway Fatalities

Items Studied	*Approaching* No.	*Per Cent of type*	*Overtaking* No.	*Per Cent of type*	*Single Vehicle* No.	*Per Cent of type*	*Total Vehicles* No.	*Per Cent of all Accidents*
Driver Condition								
H. B. D.	3	33	2	11	10	38	15	23
Normal	3	33	6	33	9	23	17	26
Sleepy	0	0	2	11	5	13	7	11
Unknown*	3	33	7	39	16	40	24	37
Epileptic	0	0	1	6	0	0	1	2
Causes								
Speed	4	40	4	22	22	55	30	46
Following too closely	0	0	3	17	0	0	3	5
Turning	0	0	4	22	2	5	6	9
Parking	0	0	1	67	0	0	1	2
Changing lanes	6	60	4	22	1	3	10	8

*Eleven additional accidents could reasonably be also H. B. D. due to statements of witnesses, time of accident and facts surrounding the accident.

and hours of occurrence of 1955 fatal accidents on California freeways. The high rate of fatal accidents during the lightest traffic period between 1 a.m. and 3 a.m. is again apparent together with the high percentage of drinking and fall-asleep accidents during the early morning hours. This chart again graphically points out incomplete information with the large areas of unknown or not stated.

Table III also notes violations by type of accident. Speed is the primary cause of freeway fatalities involving 46 per cent of the fatal accidents, with 55 per cent of the single-vehicle accidents and 40 per cent of the head-ons being primarily due to the excessive speed. Speed does not appear as the major factor in total highway accidents and ranks third as a causative violation of total freeway accidents; but for the restrictive class of freeway fatal accidents, a high percentage of which occur in light traffic hours, speed is by far the major violation involved.

Improper turning is involved in 9 per cent of the total accidents and 22 per cent of the overtaking type accidents. Improper lane changes are involved in only 8 per cent of the accidents but are a basic cause of the vehicle going out of control and crossing the median as shown in 60 per cent of the head-on accidents.

Conclusions

1. Past experience would indicate that the fatality rate on full freeways may well experience a drop in the next year or two, but the expanding of rural freeways at a faster rate than urban will exert a continuing upward influence on freeway fatality rates.

2. Serious violations are the primary cause of the following two fatal accident categories which contribute very substantially to the freeway fatality rate.

a. Pedestrian fatalities which involve pedestrians illegally on full freeways.

b. The high percentage of fatal accidents in the lowest traffic night and early morning hours in which drinking and excessive speed are the predominate causative factors.

3. The number and extreme severity of cross-median accidents may indicate a need for a more positive divider on those freeways carrying such high volumes that a median crossing will most probably result in a head-on accident. Further study has been initiated to relate median types to high volume roads.

(*This article has also appeared in* Traffic Engineering).

KNOW THE LAW

by
ROBERT L. DONIGAN
Counsel
and
EDWARD C. FISHER
Associate Counsel
The Traffic Institute

IS POPULAR PRACTICE OF "REDUCING CHARGES" PROPER?

(*Editor's note: This is an excerpt from a recent letter written by the Traffic Institute's Counsel in reply to an inquiry from a Florida correspondent. It relates to charging reckless driving in cases where motorists suspected of driving while under the influence of liquor test below the presumptive level of .15 per cent blood alcohol concentration.*)

PERSONALLY, I have always been opposed to the far too prevalent practice of reducing charges of driving while under the influence of intoxicants to reckless driving. If it turns out upon trial that a motorist charged with DWI is not guilty of that charge, then he should be acquitted outright. Or, if before trial, the prosecutor discovers that the evidence will not be sufficient to support the charge of DWI, then he should *nol pros* that charge and not try to urge a plea of guilty to reckless driving as a substitute.

This is assuming, of course, that there were no acts committed by the defendant which would constitute willful or wanton disregard of the safety of persons or property—reckless driving—over and above the mere fact that he had been driving after drinking intoxicating beverages.

It is true that in a few states the courts have held the mere act of placing one's self behind the wheel of a motor vehicle and driving it upon the highway when he is in a position to know that his driving ability has been impaired by the excessive use of intoxicating liquor, is in itself an act constituting willful and wanton disregard of the safety of persons and property. Thus, such a person is guilty of both offenses—DWI and reckless driving—and can be charged and convicted of both offenses even though arising out of the same act. But, in order to justify a conviction for reckless driving under such circumstances, evidence must be introduced which will prove the defendant's driving ability had been so impaired that it also will support a conviction for DWI. The mere act of

drinking intoxicating liquor and then driving a motor vehicle is not sufficient to support a reckless driving charge in any state of which I know.

Your statement that the City Attorney desires "an ordinance to cover the situation that exists when a person is *under impairment* to a lesser degree than as normally associated with being intoxicated" is most puzzling to me.

The Florida Traffic Code (sec. 317.20) makes no reference to "intoxication" of a driver. In substance it provides: "It is unlawful for any person who is under the influence of intoxicating liquor, *when affected to the extent that his or her normal faculties are impaired*, to drive or be in the actual physical control of any vehicle within this state." Even without the broad language of your statute emphasized above, the courts of this country almost without exception have construed the phrase "under the influence of intoxicating liquor" to mean: "If the ability of the driver of an automobile has been lessened *in the slightest degree* by the use of intoxicating liquor, then the driver is deemed to be under the influence of intoxicating liquor." (*See Steffani v. State*, 45 Ariz. 210, 42 P.2d 615 (1935), and 142 ALR 555n.)

Thus, if a person's ability to drive has been impaired in the slightest degree by the use of intoxicating beverages, he is guilty of DWI and the charge should not be reduced to reckless driving. In other words, if there is enough evidence to support a charge of reckless driving through the excessive use of intoxicating liquor without proof of other specific acts of driving, then there is enough evidence to support a charge of driving while under the influence of intoxicating liquor.

Ahother thing that puzzles me is your apparent practice of not charging a person with DWI unless the results of a chemical test show that he has a blood alcohol concentration of 0.15 per cent or more. That figure of 0.15 per cent is not a hard and fast line to distinguish between the motorist who is not under the influence and the one who is. It is the point at which the doctors and scientists find that *no one* remains with driving ability unimpaired. Experience indicates that about 80 per cent of those with as much as 0.10 per cent blood alcohol concentration are unfit to drive motor vehicles safely and that about 90 per cent of those with as much as 0.12 per cent blood alcohol concentration have their driving abilities impaired to the extent they are unsafe drivers. If the clinical symptoms observed in such drivers show the slightest impairment, they should be prosecuted for DWI. The chemical test evidence, even though the results are less than 0.15 per cent, is of probative value to show that the evident impairment was due to the use of alcohol.

I do not know of any law or ordinance in any state or city of the nature described in your letter. Several states and cities have "careless driving" regulations but even then, the prosecution has to prove some *specific act of driving* which constitutes negligence and carelessness.

If there has been any impairment of driving ability due to the use of alcohol, the defendant is guilty of DWI regardless of the fact the chemical test result may show less than 0.15 per cent. If we do not have proof of any impairment and the chemical test result shows less than 0.15 per cent, then the driver should not be charged with DWI. And certainly he should not be charged with reckless driving, careless driving, etc., unless we can prove specific acts of unsafe driving so as to support this type of charge. Proof of the mere fact of drinking and driving does not constitute such evidence.

* * *

"HEEDLESS HORSEPOWER" IS MAY TD&R BONUS

The May "bonus" for *Traffic Digest & Review* subscribers is "Heedless Horsepower," 32-page pamphlet of the Travelers Insurance Companies on 1956 street and highway accident data.

TD&R subscribers may get one free copy of the publication by addressing a card or letter to the *Traffic Digest & Review*, 1704 Judson Ave., Evanston, Ill., giving name and address and specifying "Heedless Horsepower."

ASHWORTH HEADS IACP TRAFFIC DIVISION

Chief George A. Otlewis of the Chicago Park District Police, president of the International Association of Chiefs of Police, has announced the appointment of Ray Ashworth as director of the Traffic Division of the IACP, Evanston, Ill.

Mr. Ashworth, who has been acting director of the IACP Traffic Division for the past two years, succeeds Franklin M. Kreml who resigned to become director of the Transportation Center at Northwestern University.

Mr. Ashworth also has been appointed director of the Traffic Institute, Northwestern University—by President J. Roscoe Miller. (See April 1957 *Traffic Digest & Review*).

President Otlewis announced Mr. Ashworth's appointment to head the IACP Traffic Division, following unanimous approval of the Association's Executive Committee.

* * *

SCHOOL BUS DRIVER HANDBOOK

The Traffic Institute library has received a copy of a newly developed handbook for school bus drivers published by the South Carolina State Highway Department. Anyone interested in developing such a manual should certainly take a look at this excellent booklet.

Standard Specifications for

Police Traffic Accident Report

(This is Traffic Institute Publication 1918)

Authority

These specifications were developed by the Committee on Forms and Statistical procedures of the National Conference on Uniform Accident Statistics and approved by the Conference on 22 December 1955. After the National Conference on Uniform Traffic Accidents Statistics became a committee of the Traffic and Transportation Conference of the National Safety Council, these specifications were approved by the Traffic and Transportation Conference upon recommendation of the Committee in December 1956. The International Association of Chiefs of Police is a member of the Traffic and Transportation Conference, and as such has been represented in the development of these standards.

Use

The specifications are intended to guide police departments in judging adequacy of existing or proposed police traffic accident report forms.

They are also intended to be used for evaluating police traffic accident reports in the National Traffic Safety Inventory. For this purpose they have been accepted by the National Traffic Safety Inventory Committee.

Purpose

These specifications are designed to provide for a police traffic accident report which will supply all the data required for the standard motor vehicle traffic accident summary. Thus the report forms meeting the specifications will produce uniform data and thereby make comparisons of accident statistics prepared by different agencies both possible and reliable. Information of local or temporary interest or data of generally questionable reliability are not required by the specifications. They are for routine accident reporting and do not provide for information gathered or conclusions reached by special traffic accident investigations.

Descriptive classifications are limited to 12 categories so that they may be accommodated by conventional tabulating cards.

Forms

Most accident report forms currently in use include almost all of the items required in these specifications.

It is possible to design forms of many different sizes and arrangements which will contain all the items required. The forms may have to be adapted to special local requirements of tabulating and filing. The usual police traffic accident report form is a single sheet printed on both sides,

8½ x 11 inches in size. It provides space to record data on two traffic units involved in an accident. All of the items of information required by these specifications can easily be fitted on this size sheet. Folded forms for smaller files are also possible.

Model forms meeting the specifications and embodying modern principles of form design are available as samples or in quantity from the National Safety Council and the Traffic Institute. They are discussed in Traffic Institute Publication No. 1924.

Specifications

A police traffic accident report should provide at least the following information:

1. Location

a. Place
   1) Number or name of road *on* which accident occurred
   2) If *at* an intersection, number or name of intersecting road
   3) If not at an intersection, distance from nearby recognizable permanent landmark such as intersecting road, or bridge; AND if landmark does not appear on usual maps, also distance to a mapped landmark such as intersecting road, river, limit or center of city or town
   4) If *in* city or town, name of city or town
   5) If not in city or town, name of township
   6) Name of county

b. Kind of location
   1) Built up with apartments, stores, factories and homes OR
   2) Not built up with only farms, fields or undeveloped property

c. Kind of road for *each* vehicle
   1) One driving lane OR
   2) Two driving lanes OR
   3) Three driving lanes OR
   4) Four or more lanes OR
   5) Divided roadway or one-way street OR
   6) Expressway, parkway, or toll road with limited access

d. Character of road
   1) Horizontal alignment
      a) Straight OR
      b) Curve
   2) Vertical alignment
      a) Level OR
      b) Grade OR
      c) Hillcrest

e. Road surface condition
   1) Dry OR
   2) Wet OR
   3) Snowy or icy

f. Traffic control at intersection with road or railroad
   1) Stop sign OR
   4) Railroad gates or signals OR

2) Stop-and-go signal OR
3) Officer or crossing watchman OR
5) Other traffic control OR
6) No traffic control

2. Time

a. Hour of day
b. Day of week
c. Date of month
d. Month
e. Year

3. Vehicles involved—for each two vehicles

a. Description
1) Type 2) Make or manufacturer 3) Year model
b. Registration
1) Number 2) State 3) Year
c. Owner
1) Full name
2) Address
a) Number b) Street c) City d) State
d. Parts of vehicle damaged
e. Removal
1) Name of person or firm removing vehicle from accident site
2) Place to which vehicle was removed

4. Drivers involved for each vehicle

a. Identification
2) Address
a) Number b) Street c) City d) State
3) Birth
a) Date of month b) Month c) Year
4) Sex
b. Driver's license
1) Type 2) Number 3) Issuing State 4) Restrictions if any
c. Degree of injury by injury code in item 15
d. Intended course
1) Number or name of road on which accident site was approached or vehicle was standing
2) Compass direction of travel of vehicle or direction headed if standing
e. Intended action
1) Go straight ahead OR
2) Overtake OR
3) Make right turn OR
4) Make left turn OR
7) Start in traffic lane OR
8) Start from parked position OR
9) Back OR
10) Stay stopped in road OR

5) Make U turn OR
6) Slow or stop OR
11) Remain stopped OR
12) Other action

5. *Pedestrian involved*

a. Identification
1) Full name
2) Address
a) Number b) Street c) City d) State
3) Age
4) Sex

b. Degree of injury by injury code in item 15

c. Intended course
1) If crossing or entering
a) Side or corner from which road was entered AND
b. Side or corner to which pedestrian intended to go OR
2) If not crossing or entering
a) Number or name of road on which accident site was approached or pedestrian was standing AND
b) Compass direction of travel of pedestrian or direction facing if standing

d. Intended action
1) If crossing or entering
a) At intersection OR
b) Not at intersection OR
2) If in roadway and not crossing or entering
a) Getting on or off vehicle OR
b) Walking with traffic OR
c) Walking against traffic OR
d) Standing OR
e) Pushing or working on vehicle OR
f) Other working in roadway OR
g) Playing in roadway OR
h) Other action in roadway OR
3) Not in roadway

6. *Other persons involved* as occupants of vehicles or additional pedestrians injured—each of five persons in each of two vehicles

a. Identification
1) Full name
2) Address
a) Number b) Street c) City d) State
3) Age
4) Sex

b. Degree of injury by code in Item 15

c. Position in vehicle, if occupant

7. Property damage other than vehicles

a. Name or description of object damaged
b. Nature or extent of damage
c. Owner of damaged property
   1) Name 2) Address

8. Witnesses other than vehicle occupants or injured pedestrians for two passers by or bystanders

a. Name
b. Address
   1) Number 2) Street 3) City 4) State
c. Approximate age

9. General conditions

a. Light
   1) Daylight OR 2) Dawn or dusk OR 3) Darkness
b. Weather
   1) Clear OR 2) Raining OR 3) Snowing OR 4) Fog OR 5) Other

10. Attention to injured

a. Name of person giving first aid if any
b. Place to which injured were taken

11. Diagram of accident

12. Remarks including a brief description of accident

13. Police activity

a. Time notification of accident received
   1) Hour of day 2) Date of month 3) Month 4) Year
b. Source of information
c. Citation or arrest if any
   1) Name of person cited or arrested 2) Violation charged
d. Other action such as summoning aid, detouring traffic, notifying vehicle owners, etc.
e. Reporting officer
   1) Signature 3. Badge number or other individual identification if any
   2) Rank 4) Department or organization
f. Time of report
   1) Date of month 2) Month 3) Year

14. Contributing circumstances for each vehicle. This schedule is not required, but, if used, should include one or more of the following:

a. Illegal speed
b. Failed to yield right of way
c. Following too closely
d. Improper overtaking
g. Disregarded traffic signal
h. Failed to stop at stop sign
i. Illegal lights
j. Illegal brakes

e. Drove left of center to wrong side or wrong way on one-way street
f. Improper turn
k. Had been drinking or under the influence
l. Other

15. Degree of injury. Code to be used for each driver, pedestrian, and occupant injured

K. Dead before report completed OR
A. Bleeding wound, distorted member, or had to be carried from accident scene OR
B. Other visible injuries such as bruises, abrasions, swelling, limping, etc. OR
C. No visible injury but momentary unconsciousness or complaint of pain OR
O. No indication of injury

Additions and Changes

If, in the design of a report form check lists are provided to cover certain of the categories required in the specifications, the list should be readily comparable with the specifications. Any specified item can be subdivided into further detail. Example: *Dawn or Dusk* under General Conditions, Light could be divided into *Dawn* and *Dusk* for the two could always be added together to give the standard classification *Dawn or Dusk*. Two or more standard classifications should not be combined. Example: *Divided Highways* and *Limited Access Highways*, if combined, would be impossible to separate after tabulation into the two standard classifications.

In developing report forms and reporting systems the *Uniform Definitions of Motor-Vehicle Accidents*, revised 1953, should be followed, particularly with respect to definitions of degree of injury which is the basis for the injury code.

The specifications do not preclude the inclusion and reporting of additional data on police traffic accident report forms. Items added, however, should not be so numerous as so to restrict fill-in blanks that the form is difficult to complete. If much additional information is desired, supplementary report forms should be used. Models for two such supplementary forms are available. One, *Supplementary Field Notes*, provides for information collected by police to support charges of law violations arising out of the accident. The other, *Cause Analysis*, provides for opinions concerning causes and violations. Additional forms for special studies such as effects of driver training, special items of vehicle equipment, and highway design features, can be designed to collect such information. Generally they will be required for only a limited time. Traffic Institute publication No. 1922 describes *Model Form for Supplementary Field Notes*, and publication No. 1921 gives *Administrative Considerations and Model Form for Analysis of Causes and Violations Contributing to Traffic Accident.*

Special Problems in:

Accelerating the Highway Program

by

J. P. Buckley

Chief Engineer, Automotive Safety Foundation
Washington, D. C.

(*This paper was presented at a seminar on highway engineering at Purdue University, Lafayette, Ind.*)

The expanded national highway program has brought to the foreground a number of vital problems which have to be met and solved if the major step-up in construction is to be successfully carried out—particularly the sound and expeditious development of the Interstate Highway System.

Some states have been wrestling with these problems; others, despite the urgency, as yet have given little thought to them.

These issues are of special interest since the majority of them are going to face us for at least a decade, and hence correct engineering principles and philosophies should be drilled into our future highway engineers.

The highway program through the years has largely been one of slow but steady improvement of existing roads to higher standards, with only a limited mileage of really modern highways with controlled access being built to date. Some states have not yet built a single mile of controlled access highway, and highway agencies in certain states lack the authority to do so.

The program to construct 40,000 miles of such highways in the next 13 years requires a radical change in past concepts and practices and a completely new approach.

Locating the Interstate Highway System

The immediate problem faced by the states is to locate the routes of the Interstate Highway System. As of now, only about one-fourth of the total mileage has been generally located between control points.

In the preliminary determination of these locations, opposing philosophies of traffic service are beginning to emerge.

For example, one preliminary location between two major cities is proposed as almost a straight line, ignoring the established path of travel and by-passing numerous small communities by several miles.

The philosophy here is that the Interstate Route is designed for through

Cook County, Ill., Highway Department

This is an example of a controlled access highway, the function of which is to move large volumes of traffic between key points safely and efficiently with no direct service to abutting land. The national highway program contemplates construction of more than 40,000 miles of this type of highway.

traffic and should follow the shortest line between control points—the two major cities. The fact is, however, that traffic studies show that only 10 per cent of the travel on the existing route is through travel that would utilize such a facility.

In another case the preliminary location, as proposed, by-passes by miles the major industrial city of a several-state region, with no freeways proposed into or through the city.

The idea here has been that to take the route into and through the city would be too difficult and too expensive and that most of the traffic wants to by-pass the city anyway. While no origin and destination studies have been made, competent estimates based on experience in similar situations indicate that 90 per cent of the approaching traffic has a destination somewhere in the urban area.

This philosophy assumes that traffic is now where it wants to be and not where the roads happen to exist.

Proper location of the Interstate Highway System requires that all engineers involved in the program, not just the traffic and planning engineers, have a better understanding of principles of traffic generation and movement. It also requires at least a minimum amount of origin and destination data and insistence on its use.

Although basic principles of highway usage developed through the years are available as guides, each route location will have to be studied independently and no firm rules can be established.

It has been estimated that 85 per cent of the Interstate routes will be built on new locations. This may mean a few hundred feet from the existing location under one set of conditions and several miles under another. Some cities should be by-passed, but special factors may re-

quire taking the Interstate route right through other cities of the same size or even smaller.

Sound engineering calls for maintaining in all cases a proper balance between traffic service and construction cost.

Urban Problems

Another formidable problem, and one that is going to plague us for years to come, is getting the Interstate Highway System (and necessary connecting links) built into, through and around our metropolitan areas.

Stumbling blocks here include inadequate data, intensively built-up areas, high costs, and the tendency of some engineers to route where the going is easy rather than where the problem exists. Also serious in many cases is the complete lack of cooperation or even communication between the states and the cities.

In addition, many state highway departments are still "rural minded" and resist attacking the complex city problems.

The scope of the urban problem is illustrated by the fact that about 50 per cent of the total Interstate funds will be spent in urban areas on about 17 per cent of the total mileage. This mileage includes 6 and 8 lane expressways into the heart of the business district—with all the tremendous difficulties of design, right-of-way acquisition, and construction.

Preparation of a total city master plan, laid out on the framework of the Interstate connectors, is a "must" and should be done cooperatively by the state, the cities, and in some cases the counties. A new concept of close state-local working relations must be accepted by highway engineers. Perhaps our universities and colleges could act as catalytic agents in bringing this about soon.

Unfortunately, there are many urban areas where very little or nothing has been done to develop a proper plan. In these instances, extensive O&D and planning studies will have to be made before a total plan can be competently prepared.

However, this does not mean that work cannot proceed until these extensive studies are completed—a period of two to five years.

We have found from experience in numerous cities, large and small, throughout the country that it is possible to formulate the basic elements of a total master plan without extensive traffic studies. Our procedure in these cases has been to bring together all of the public officials involved—state, city and county—highway and traffic engineers and planners—and on the basis of available data, local knowledge and common sense arrive at the skeleton of a plan which will permit getting an expanded program underway. Geographic considerations, land use, patterns of travel, and sheer physical feasibility make certain locations or solutions obvious.

It must be stressed that this is a preliminary plan only and must be expanded and finalized later through O&D and other essential studies.

So, let us teach our young engineers to strike a happy medium between completely ignoring the need and use of factual surveys and delaying a project until the last-minute bit of data is available.

Design Standards

Another challenging problem is the adoption and application of proper standards of design both in the construction of the Interstate Highway System and of other types of roads and streets.

Since engineers are prone to standardization, there is the danger of applying standards of design suitable for the Interstate Highway System to other roads and streets where the expense is not justified and where the type of facility produced will not serve its purpose.

Another pitfall is that states that have not yet built controlled access highways will tend to start with low standards and compromises, with the intention of building up to proper standards over a period of years. This approach will not build the type of Interstate System we need.

A third, and probably the most serious, danger will be the tendency to compromise design standards on the Interstate System with view to lowering costs, avoiding difficult problems, or appeasing special interests.

The best antidote for these and other hazards is a better understanding by engineers of the reasons for the various elements of design and the risks that they take when they make compromises.

One area where standardization ought to be exploited more is in the design of bridges and other structures and their component parts. Expeditious development of the highway system will no longer permit continuation of past practices in this regard, such as individual design even of culverts.

Right-of-Way Acquisition

Right-of-way acquisition is another field where we have to throw away the books and forget past practices.

In the past, with few exceptions, right-of-way acquisition has meant securing limited parcels of land for widening existing roads or building occasional structures. Now, for the major rehabilitation of our highways, we must acquire land by whole city blocks, often occupied by homes, buildings, factories, schools, etc.

It has been estimated that a million acres of land costing $5 billion to $6 billion will be acquired through the course of the program.

The time involved in condemning or otherwise securing this land and in moving or demolishing the existing buildings can extend into several years. Early determination of location and preparation of a total plan

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are vital not only to allow time for this work, but to head off new development which will later have to be moved or demolished.

With the proper legal tools this can be accomplished through advance purchase, designation of right-of-way widths, subdivision control and zoning.

Most of the real estate appraisal and negotiations can be conducted by laymen, but engineers must set the policies and guide the operation.

Control of Access Essential

For many years we built two basic kinds of highways: one, access roads, the sole purpose of which was to serve the land; two, primary roads, to handle large volumes of traffic between key points, as well as to serve the land alongside.

More recently we have built some mileage of a third type; controlled access highways, the function of which is to move large volumes of traffic between key points safely and efficiently with no direct service to abutting land. The national highway program contemplates construction of more than 40,000 miles of this type of highway. If the system is to serve its purpose safely and efficiently in the years ahead, it must be built to full control of access with no compromises.

Throughout the program highway engineers and administrators are going to be pressured from all sides to let the bars down for particular situations—permit access to this establishment, add an interchange here to serve a special group, move the highway to another location to avoid disruption of the status quo, etc.

It is incumbent upon highway engineers of all ranks and in all types of service to arm themselves with the facts on control of access and to know the dangers involved in making compromises. As the program moves forward, these pressures will increase rather than decrease, requiring an aggressive public relations program supported by engineering facts.

Large Projects a "Must"

As previously pointed out, the highway modernization program in the past has been largely one of bits and patches, due primarily to inadequate funds. Until the advent of the toll roads, a four-or five-mile relocation project was considered big.

Here again we must turn our backs on the past and plan and act in big terms—40- and 50-mile projects; complete routes across a state—located, designed, and built in three or four years, not 20.

This is essential not only in the interest of expediting progress and building usable sections but in the interest of economy. The scope of the job ahead will also require revision in bidding practices to eliminate

the tremendous amount of detail involved in unit price bidding. This may go to simplification of the unit price approach as well as lump sum and negotiated bids.

Some of our present highway engineers will find it difficult to adapt themselves to an operation of this type. Let us train our future highway engineers to take it in stride.

Special Maintenance and Operation Requirements

Maintenance and operation of controlled access highways pose new and special problems also requiring new methods and processes. The large volumes and higher speeds on such highways make traditional procedures dangerous, expensive, and generally inadequate.

Many new methods and techniques have been developed on the toll roads and thruways but there is still much to be learned in this area. The average state maintenance engineer has little understanding of the problems involved.

Also, despite their demonstrated traffic service and safety values, we are finding that urban freeways carrying over 100,000 vehicles a day will not operate themselves automatically in the same manner as rural freeways carrying 10,000 or 15,000 vehicles a day. New methods of traffic control—and I stress control and not restriction—must be devised. This problem is of particular concern since practically all urban freeways will run well over design capacity until the complete freeway network is in operation.

Related Problems

In addition to the problems directly associated with the development of the Interstate Highway System, there are numerous others related to the overall program which must be met. One is the question of service facilities for traffic using the Interstate Highway System. The federal legislation is silent on this subject except to prohibit their construction on the right-of-way. Yet, traffic must be served. It will have to be done through a combination of access provision and adequate directional signing to existing facilities, on the one hand; and through establishing policies and making provisions for access to new facilities, on the other.

Also, in urban areas the construction of freeways and expressways may fall far short of solving the congestion problem if proper provision is not made for terminal facilities and off-street parking.

Balanced Program Important

The Interstate System is by no means the full extent of the total highway improvement program ahead. One-third of the aggregate funds to

be provided by the Federal Government are earmarked for the primary, secondary, and urban Federal-aid systems. In addition, billions of dollars of state and local funds will be expended on these systems and other local roads and streets. If an integrated highway transportation system is to be created, a balance must be maintained between development of the Interstate and the other roads and streets.

Therefore, while the young highway engineer must be schooled in new concepts and techniques relating to controlled access highways, he must also understand the fundamentals of use, design, construction, and operation of conventional roads and streets.

Most important, he must understand the principles of proper classification of roads and streets as a basis for the application of the varied principles involved.

Recommendations

Having gone this far, I would like to make some further suggestions as to how educational institutions might re-orient their teaching programs in light of the expanded highway program.

1. Step up research and advance practical applications therefrom. A 1953 report of the Highway Research Board states that 60 per cent of the 61 colleges and universities replying to a 1951 questionnaire had no continuing research program in the highway field.

2. Place more emphasis on the urban problem—planning, design, construction, research, terminal facilities. The voluminous manual, *Better Transportation in Your City*, produced by the National Committee on Urban Transportation, offers excellent possibilities as a preliminary textbook on how to get the facts. Volume II tells how to analyze and apply the facts in the preparation of a comprehensive transportation plan.

3. Stress new techniques and the need for highway engineers to be constantly on the alert to devise innovations in design and construction that will reduce manpower requirements and costs.

4. Include courses in public relations in the engineering curriculum. The highway engineer today and in the future is going to be dealing more and more with *people*, and their problems, Also, the success of the expanded program is going to depend greatly on public acceptance.

5. Broaden curricula to train engineers for contractors, consultants, cities, and counties as well as for state work.

6. Broaden total civil engineering curricula so that every graduating civil engineer will have adequate coverage in highway engineering, since all branches of the civil engineering profession are going to be involved in the future highway program in some manner.

James M. Slavin to be Kalamazoo Chief

James M. Slavin, assistant director of training of the Traffic Institute, Northwestern University, since 1948, has been named chief of police of Kalamazoo, Mich. He will take office July 1, succeeding Sherwin H. Heywood who is retiring after 37 years in the department.

The appointment was announced by City Manager Clarence H. Elliott following a four-month study of applications and personal interviews with approximately 30 candidates from throughout the country.

The new chief has been in charge of all police training conducted by the Traffic Institute. He joined the Institute staff in August, 1948, after serving 11 years in the Cincinnati Police Department, where he rose from patrolman to lieutenant. He held administrative posts during half of his career in the Cincinnati department.

While a sergeant, he was selected to attend the traffic police administration course at the Traffic Institute on a fellowship provided by the Kemper Foundation for Traffic Safety. He was graduated as valedictorian of the Fall 1946 Class.

In addition to his police training work at Northwestern University, Chief Slavin has been a guest lecturer at police courses conducted at Michigan State University, Pennsylvania State University, Southern Police Institute at the University of Louisville, University of Alabama, Northeastern University, Arizona State College, and the University of California.

* * *

1957 Vehicle Safety-Check in Full Swing This Month

Approximately 700 cities and a score of counties are participating this month in the 1957 Vehicle Safety-Check.

National sponsors of the annual safety program are the Inter-Industry Highway Safety Committee and *Look* Magazine. The National Association of State Safety Coordinators is cooperating.

Purpose of the program is to have motorists voluntarily get their vehicles safety-checked at community check lanes throughout the country. Last year more than 2,000,000 vehicles were checked, and of this number approximately one out of 5 had some mechanical defect. Rear-light failure topped the list.

* * *

COL. GEORGE MINGLE TO PORTSMOUTH CITY MANAGER POST

Col. George Mingle, superintendent of the Ohio Highway Patrol since May 1, 1944, has resigned to become city manager of Portsmouth, O. He has been succeeded by another career officer, Fred Moritz, who previously served as assistant superintendent.

Deaths Hold Even in March

CITIES have been blamed by the National Safety Council for a halt in the downward trend of traffic deaths. Cities, which had been pacing the race against traffic death in the first two months with a 13 per cent reduction, faltered in March and recorded a 3 per cent increase.

Despite the poorer performance in the urban areas, the traffic death toll for the nation held even in March, marking the fourth consecutive month in which fatalities totaled the same or fewer than in the corresponding month of the previous year.

The March total was 2,920—about the same as last year. It boosted the toll for the first three months to 8,320. That was 4 per cent under last year's three-month figure of 8,630.

The Council said the lower death tolls this year apparently were not due to any corresponding downturn in travel. Mileage figures are now available for January, and during that month, when deaths decreased 4 per cent, travel was up 9 per cent. The rate of 5.6 deaths per 100 million miles was the lowest ever recorded for January, according to the Council.

The March report revealed 21 states had fewer deaths than last March, two reported no change and 25 had increases. At the end of three months, 29 states had better records than during the same period last year, only 18 showed increases and one reported no change. The 29 states with decreases for three months were:

Idaho	−35%	Georgia	−15%
South Dakota	−32%	Indiana	−12%
Nevada	−32%	Florida	−11%
Nebraska	−29%	Connecticut	−11%
Massachusetts	−24%	Ohio	− 8%
Colorado	−23%	North Dakota	− 8%
Kansas	−21%	Pennsylvania	− 7%
Michigan	−18%	North Carolina	− 5%
Maryland	−18%	Utah	− 5%
New Hampshire	−18%	Texas	− 4%
Tennessee	−17%	Maine	− 4%
Mississippi	−17%	New Mexico	− 4%
Iowa	−16%	New York	− 3%
Missouri	−15%	New Jersey	− 3%
		Louisiana	− 1%

For three months, deaths were still down 6 per cent in urban areas, despite the March increase. Of 601 cities reporting March experience to the Council, 488 had fewer deaths or no change compared with the previous March. For three months, 439 of the cities still had fewer deaths or no change.

Of those cities with fewer deaths at the end of three months, the following have populations of more than 200,000:

Norfolk, Va.	−100%	Pittsburgh, Pa.	−29%
Syracuse, N. Y.	−67%	Denver, Colo.	−29%
Richmond, Va.	−64%	St. Paul, Minn.	−29%
Baltimore, Md.	−55%	Milwaukee, Wis.	−28%
Memphis, Tenn.	−50%	Portland, Ore.	−24%
Tampa, Fla.	−50%	Philadelphia, Pa.	−20%
Boston, Mass.	−47%	Chicago, Ill.	−19%
Seattle, Wash.	−47%	Detroit, Mich.	−19%
Fort Worth, Tex.	−43%	Cleveland, Ohio	−14%
Oklahoma City, Okla.	−33%	New York, N. Y.	−11%
Washington, D. C.	−30%	Louisville, Ky.	− 8%

In March, 408 of the 601 reporting cities had perfect records. Of these, the three largest were Memphis, Tenn. (407,400); Norfolk, Va. (213,500), and Des Moines, Iowa (178,000). For three months, 313 cities still had perfect records. The three largest were Norfolk, Va. (213,500); Bridgeport, Conn. (158,700), and Berkeley, Calif. (113,800).

* * *

Esso Announces Grant for Traffic Training

The Esso Safety Foundation, New York City, has announced a grant of $36,000 for training in the police and traffic court fields.

The Traffic Institute of Northwestern University, Evanston, Ill., and the Traffic Court Program of the American Bar Association, Chicago, each receive $9,000; the University of Tennessee, Knoxville, $6,000, and Fordham University, New York City, Northeastern University, Boston, Yale University, New Haven, Conn., and the University of Maryland, College Park, $3,000 each.

Under the grant, three one-week traffic court conferences and three two-week police traffic training courses have been or will be conducted in 1957 on the several college campuses.

Awards covering tuition and living expenses are made to selected police departments and to traffic courts in each of the university areas to enable them to send representatives to the courses and conferences.

In announcing the grant, John J. Hall, director of the Esso Safety Foundation, said:

"Our purpose in providing these funds is to help upgrade traffic law enforcement and thereby reduce traffic accidents. We believe the most effective way to do this is through the professional training of police and the conference program for traffic court officials."

A police course was held February 25-March 8 at Northeastern University, and court conference at Yale University, March 25-29. Court Conferences will be conducted June 3-7 at Fordham University and August 19-23 at the University of Tennessee. Other police courses will be held July 22-August 2 at the University of Maryland and August 19-30 at the University of Tennessee.

INSTITUTE TO CONDUCT CHEM TEST COURSE IN JUNE

A five-day course in chemical tests for intoxication will begin June 24 at the Traffic Institute of Northwestern University, Evanston, Ill. The training is designed for technicians or other persons from police, health, or medical departments who may be called upon to determine the degree of intoxication of drivers and pedestrians.

Subjects will include: the problem of the drinking driver, testing methods currently available, the physiology and pharmacology of alcohol, legal and court aspects (including effective court presentation of test results), how to recognize and evaluate the objective symptoms of the state of "under the influence," and the organizing, administering, and supervising of a chemical test program.

TRAINING CALENDAR

(*All training courses will be conducted at the Traffic Institute, Evanston, Ill., unless otherwise indicated.*)

May 15—Deadline for applying for 1957-58 Traffic Police Administration Training Program.

May 20-June 7—Motor Vehicle and Traffic Control for the Air Force.

June 3-7—Motor Fleet Supervision.

June 3-7—Traffic Court Conference, Fordham University School of Law, New York City (in cooperation with American Bar Association).

June 3-14—Driver Improvement Through Licensing Procedures, conducted for AAMVA, University of California, University Extension, San Francisco, Calif.

June 17-22—Fourth Institute on Science in Law Enforcement, Western Reserve University, Cleveland, O.

June 20-22—Northwest Region Conference for TPA Graduates, Missoula, Mont.

June 24-28—Chemical Tests for Intoxication.

July 22-Aug. 2—Traffic Law Enforcement, University of Maryland, College Park, Md.

Aug. 19-30—Traffic Law Enforcement, University of Tennessee, Knoxville, Tenn.

Sept. 19—Opening of 1957-58 Traffic Police Administration Training Program.

Oct. 17-19—Seminar for TPA Graduates.